

**S**YSTEM **P**LANNING & **A**NALYSIS **R**eport

**S - 2A**

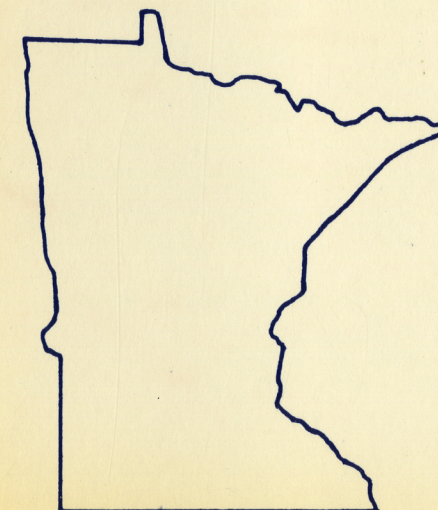
T.H. 212, 694

T.H. 212-T.H. 120 TO PROPOSED CSAH 19  
T.H. 694: TEMP. T.H. 212 TO CO. RD. 68

S.P. 8214-47, 8286-03

FEBRUARY, 1970

PREPARED BY  
**OFFICE OF SYSTEM PLANNING**



**MINNESOTA  
DEPARTMENT  
OF HIGHWAYS**





DEPARTMENT HIGHWAY

STATE OF MINNESOTA

## Office Memorandum

TO : Paul G. Velz  
Road Design Engineer

DATE: February 25, 1970

FROM : Morris Gildemeister, Chief  
Statewide Planning Section

SUBJECT: TH 212: TH 120 to Proposed CSAH 19;  
TH 694: Temp. TH 212 to Co. Rd. 68  
S.P. 8214-47, 8286-03  
System Planning & Analysis Report S-2A

The Statewide Planning Section transmits this report in response to R. T. Peterson's January 20, 1970 request for the 1985 ADT, DHV, and HCADT for the project location shown on the map on page 2.

The estimated 1985 ADT volumes are shown on the map on page 3.

For each segment numbered on the map on page 3, the following data are tabulated on pages 4-6:

- (a) Total ADT
- (b) Vehicle Type Distribution
- (c) Total HCADT

Segment 18 on Proposed TH 212, with a 1985 ADT of 30800, has the highest 1985 ADT on the project section of this trunk highway. The 1968 ADT for this segment on the parallel section of existing TH 212 is 4100 vehicles. Segment 17 on Proposed TH 694, with a 1985 ADT of 47400, has the highest 1985 ADT on the project section of that trunk highway. The 1968 ADT for that segment on the parallel section of TH 120 is 7950 vehicles.

The basic data, method, and assumptions used to prepare this report are presented on page 7.

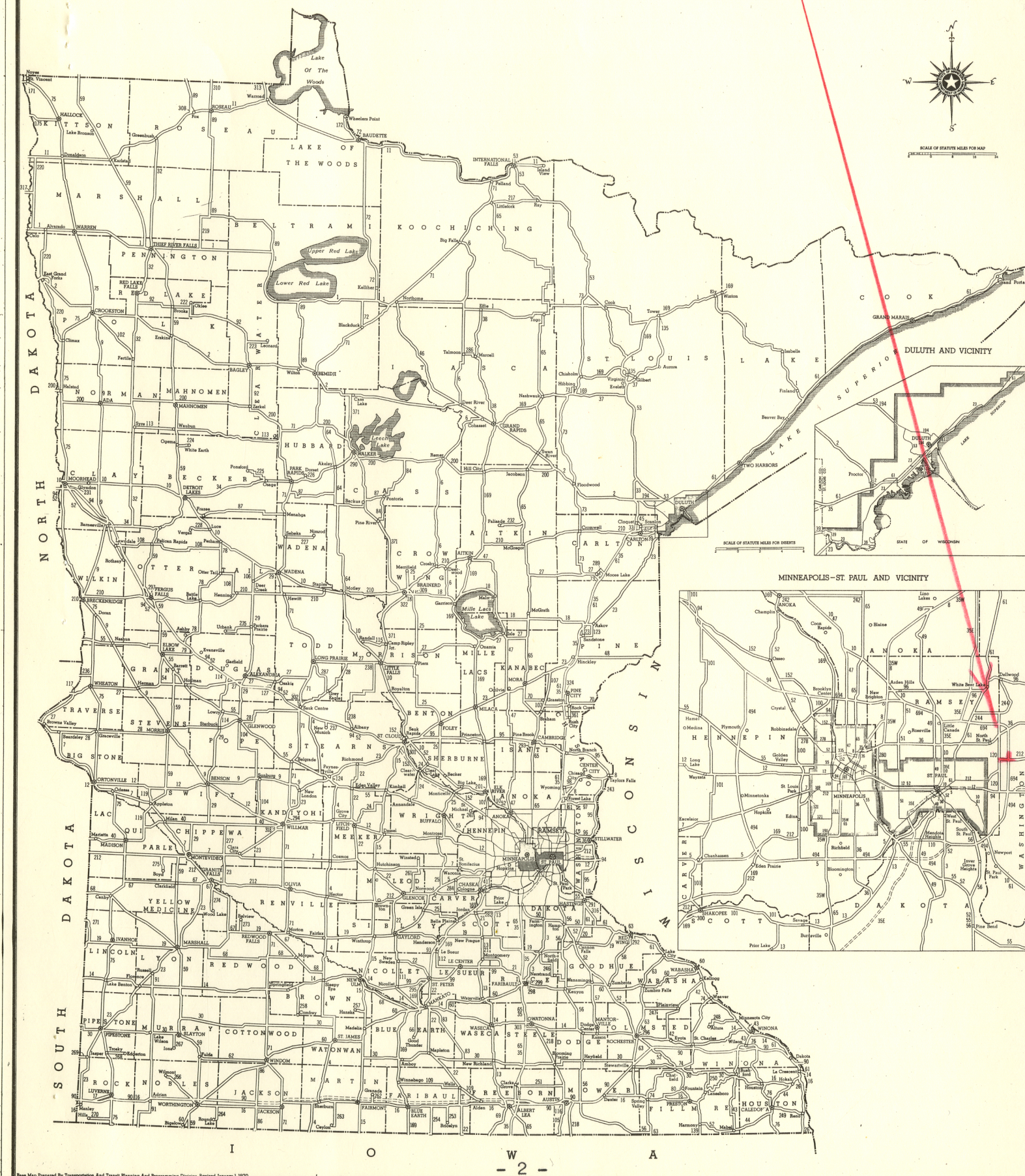
*Morris Gildemeister*

Morris Gildemeister, Chief  
Statewide Planning Section

WF

STATE OF MINNESOTA  
DEPARTMENT OF HIGHWAYS  
WORK MAP

Project Location  
SP 8214-47, 8286-03

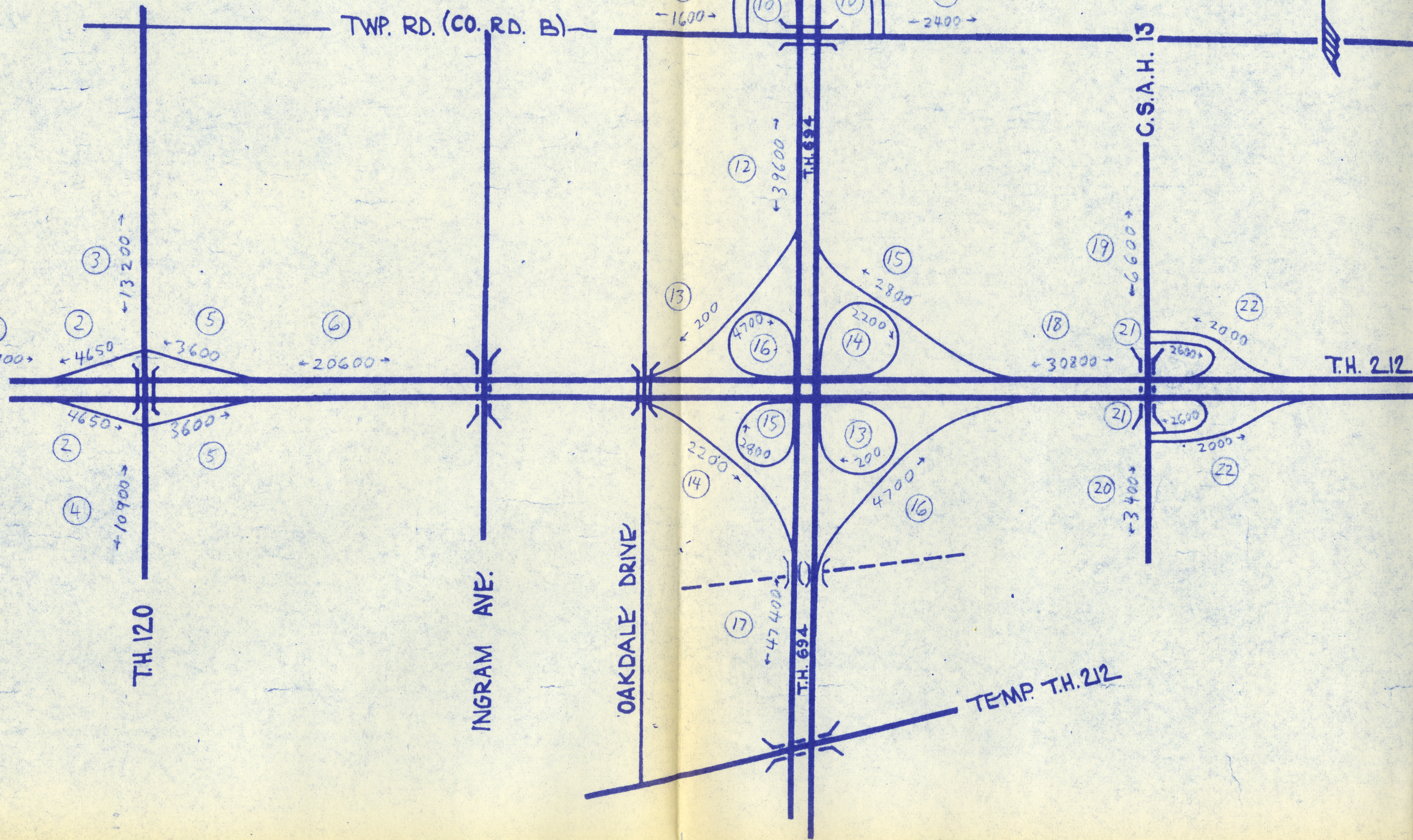




CO. RD. 68

T.H. 212 & T.H. 694  
S.P. 8214-47 (T.H. 212)  
S.P. 8286-03 (T.H. 694)  
1994 ADT, DHV, HCA DT

DESIGN TH 515 & TH 694 26 858 92 ~ 26 858 92 (DESIGN TH 515 & TH 694)

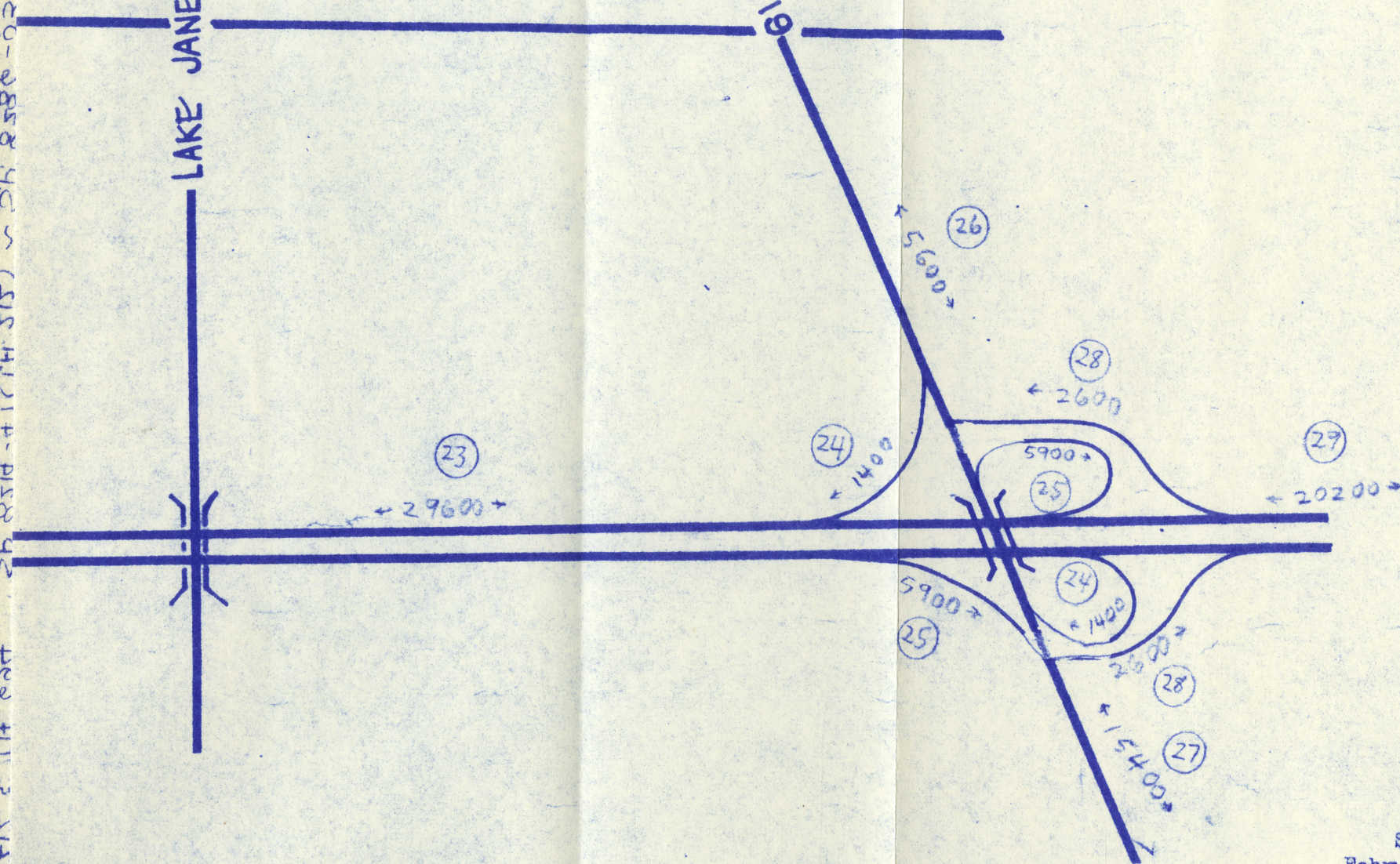




PROJ. 20-855 40 S 20 858-02 (14-604)  
26 8314-41 (14-515) S 20 838-02 (14-604)  
26 8314-41 (14-515) S 20 838-02 (14-604)

LAKE JANE DRIVE

PROP. C.S.A.H. 19



S-2A  
February, 1970  
T.H. 212, 694  
S.P. 8214-47, 8286-03

T.H. 212: T.H. 120 to Proposed C.S.A.H. 19  
T.H. 694: Temp. T.H. 212 to Co. Rd. 68

LEGEND

Segment Number . . . . . (27)  
1985 ADT . . . . . 15400



## TRAFFIC ESTIMATE DATA

DESIGN YEAR 1985 PART 1 OF 3

FOR

T.H. 212, 694 S.P. 8214-47, 8286-03 LENGTH - MILESCOUNTY Washington LOCATION T.H. 212: T.H. 120 to Proposed

C.S.A.H. 19; T.H. 694: Temp. T.H. 212 to Co. Rd. 68

BASED ON

1985 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 1 THROUGH 11 AS

DEFINED ON ATTACHED INDEX MAP

VEHICLE * TYPE	SEGMENT NUMBER										
	1	2	3	4	5	6	7	8	9	10	11
0	21285	4306	12211	10068	3381	19434	37150	665	1520	854	2278
1	660	157	480	406	108	562	698	17	38	21	56
2	160	39	162	142	35	153	507	5	12	7	20
3	104	18	15	6	9	86	95	3	6	4	10
4	50	9	28	24	9	50	217	3	7	4	10
5	102	22	27	18	10	79	328	4	10	6	16
6	339	99	277	236	48	236	205	3	7	4	10
TOTAL ADT	22700	4650	13200	10900	3600	20600	39200	700	1600	900	2400
TOTAL H. COMM. ADT	1415	344	989	832	219	1166	2050	35	80	46	122
TOTAL DHV											
DIRECTIONAL DISTRIBUTION											

## \* VEHICLE TYPE CODE

0 = PASSENGER CARS AND 4 TIRE TRUCKS  
 1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS  
 2 = SINGLE UNIT-3 AXLE TRUCKS  
 3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES  
 4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES  
 5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES  
 6 = BUSES AND TRUCKS WITH TRAILERS

## TRAFFIC ESTIMATE DATA

DESIGN YEAR 1985 PART 2 OF 3

FOR

T.H. 212, 694 S.P. 8214-47, 8286-03 LENGTH - MILESCOUNTY Washington LOCATION T.H. 212: T.H. 120 to Proposed

C.S.A.H. 19; T.H. 694: Temp. T.H. 212 to Co. Rd. 68

BASED ON

1985 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 12 THROUGH 22 AS

DEFINED ON ATTACHED INDEX MAP

VEHICLE * TYPE	SEGMENT NUMBER										
	12	13	14	15	16	17	18	19	20	21	22
0	37528	191	2074	2660	4442	44858	29108	6267	3236	2470	1911
1	706	4	69	64	138	984	820	166	93	63	51
2	511	1	22	19	43	601	231	47	17	20	7
3	97	-	1	6	9	105	114	23	6	10	4
4	219	1	8	20	14	221	100	27	9	11	5
5	332	1	1	11	13	336	123	35	8	15	4
6	207	2	25	20	41	295	304	35	31	11	18
TOTAL ADT	39600	200	2200	2800	4700	47400	30800	6600	3400	2600	2000
TOTAL H. COMM. ADT	2072	9	126	140	258	2542	1692	333	164	130	89
TOTAL DHV											
DIRECTIONAL DISTRIBUTION											

## \* VEHICLE TYPE CODE

0 = PASSENGER CARS AND 4 TIRE TRUCKS  
 1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS  
 2 = SINGLE UNIT-3 AXLE TRUCKS  
 3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES  
 4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES  
 5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES  
 6 = BUSES AND TRUCKS WITH TRAILERS



TRAFFIC ESTIMATE DATA

DESIGN YEAR 1985 PART 3 OF 3

FOR

T.H. 212, 694 S.P. 8214-47, 8286-03 LENGTH - MILES  
COUNTY Washington LOCATION T.H. 212: T.H. 120 to Proposed  
C.S.A.H. 19; T.H. 694: Temp. T.H. 212 to Co. Rd. 68

BASED ON

1985 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 23 THROUGH 29 AS

DEFINED ON ATTACHED INDEX MAP

VEHICLE # TYPE	SEGMENT NUMBER										
	23	24	25	26	27	28	29				
0	27990	1322	5570	5299	14559	2484	19174				
1	796	39	162	168	434	66	526				
2	205	7	30	26	75	10	151				
3	102	5	19	14	44	5	64				
4	88	6	27	17	61	7	36				
5	101	6	28	14	60	6	45				
6	318	15	64	62	167	22	204				
TOTAL ADT	29600	1400	5900	5600	15400	2600	20200				
TOTAL H. COMM. ADT	1610	78	330	301	841	116	1026				
TOTAL DHV											
DIRECTIONAL DISTRIBUTION											

\* VEHICLE TYPE CODE

- 0 = PASSENGER CARS AND 4 TIRE TRUCKS  
1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS  
2 = SINGLE UNIT-3 AXLE TRUCKS  
3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES
- 4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES  
5 = TRACTOR-TRUCK OR SEM-TRAILER - 5 AXLES  
6 = BUSES AND TRUCKS WITH TRAILERS

BASIC DATA, METHOD, AND ASSUMPTIONS

The 1985 ADT and DHV are presented in System Planning and Analysis Report M-4 transmitted February 10, 1970.

The total heavy commercial ADT agree with the System "14" Heavy Truck ADT Study. Vehicle type distributions are based on vehicle classification counts taken on roads with similar travel characteristics as those of the subject project.

The enclosed volumes reflect those reported in System Planning and Analysis Report S-2 transmitted in February, 1970. However, a traffic reassignment has been made to an alternate roadway design for TH 212 which provides an interchange at TH 212 and CSAH 13.

The 1994 Volumes may be obtained by expanding the reported volumes by approximately 30%.